

COMMERCIAL AVIATION

— AIRLINES — AIRPORTS —



BORN 1928 . . . : Given a new lease of life with three Siddeley "Tiger VI" engines this eight-year-old Calcutta will be used for flying-boat training by Imperial pilots at Hamble.

THE WEEK AT CROYDON

Unhinged : A Disguised Civilian : Imperial Ice Prevention : Two-handed Baggage : Things to Go

EXCITEMENT—paralleled only by the K.L.M. mail bag which dropped on or near some sacred golf green some time ago—was caused by what was reported as a door falling from Imperial Airways' *Boadicea* last week.

Judging from the fuss, one would have thought it was one of those foot-thick dungeon doors bound with steel bands and studded with iron bolts. Not a bit—it was the small, light, three-ply cover of an emergency exit which descended like a bit of floating paper, and hit the ground with such tremendous force that it wasn't even scratched! It fell in the Purley tram depot, which is understood to be bearing up well, though suffering from slight shock.

Much interest was caused here recently by the appearance of a military Rapide, which seemed as quaint to the commercial community as the sight of one of their pals about the place dressed up as a Territorial officer in full marching order. Incidentally, the multiplicity of gas masks, tin hats, whistles, revolvers, haversacks, belts, straps, and bits of odd leather and webbing with which an officer and gentleman is bedizened on such occasions affords an interesting parallel to the Christmas-tree appearance of the R.A.F. Rapide compared with his civilian brother.

The Olley Air Service people remain darkly mysterious about the fact, patent to every eye, that they have acquired the luxuriously fitted Rapide, G-ACTT, lately the property of H.M. the King. One imagines that this means that His Majesty will be replacing this machine.

Last Friday the D.H.86, *Dryad*, was delivered to Imperial Airways fitted with Dunlop Anticers, and duly made her maiden trip to Brussels on the same day.

Superstitious people may be glad to know that bad luck was encountered—no ice formation was available to try out the system.

One of the biggest loads of solid gold ever carried in a single aeroplane—something like three tons—left Croydon for Holland last week in a fully loaded K.L.M. F.22. Passengers sometimes grumble at the excess baggage restrictions, and it is therefore interesting to note that it has been agreed by the International Air Traffic Association that "hand baggage" (for which no charge is made) will in future cover handbags (ladies'), coats, umbrellas, walking sticks, cameras, and attaché-cases, containing only business documents, weighing less than 11 lb. Cases have occurred in the past of passengers insisting that a large suitcase, under which they positively staggered, was hand luggage because they were (just) carrying it in both hands.

The Irish Service

Olley Air Service have made an important survey flight from Croydon, *via* Bristol, to Dublin and then from Dublin to the Isle of Man with a number of people interested in the Dublin-Bristol-London line, which will be opened by O.A.S. this year with connections, *via* Belfast and the Isle of Man, to Liverpool, where the K.L.M./B.C.A. line to Holland and Scandinavia will form a link. The machine, a Rapide, was flown by Capt. Olley, and the guests were Mr. Flynn, of the I.F.S. Department of Industry and Commerce, Mr. Morton, General Manager of the Great Southern Railway, and Mr. O'N. Vadhaigh. Mr. Carter, business manager of O.A.S., was also on board.

Capt. H. G. Travers has joined Imperial Airways as Assistant Air Superintendent, and he has been seen flying